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TERRITORIAL.

There is not an empty house in the city and the demand is great and still growing, says the Socorro Chief-tain.

Socorro has been visited by several fine rains of late, the one Thursday evening being the best that has fallen for months.

The agricultural college has written President Brooks asking 160 feet of space along the main hall and apart from the larger exhibit to be made by the college. Dona Ana county will make a large display of cereals, fruits and minerals.—Citizen.

Mr. Charles Lummis says that one time he was offered a Navajo girl for ten horses. The price of girls has evidently gone up, since this writer traveled in that region, for a brave offered us his wife and little 6 year old girl for a breech-loading shot gun.—Pueblo Star.

The injunction suit of George L. Brooks and others against the Albuquerque Water company, growing out of that corporation's poor service and exorbitant charges, will be taken to Santa Fe on change of venue, Judge Lee, of Albuquerque, being personally interested in the result of the contest. The hearing will take place about the 27th inst.

In the case of the Aztec Junction City contest over the San Juan county seat, transcript of the voluminous record has been finished and the case will probably be filed for hearing at the approaching term of the territorial supreme court, which opens on the 25th inst. The time for filing suits for this term expires on Friday next, the 15th inst.

AN IMPORTANT COMPROMISE.

As foreshadowed in these columns some days ago, the Lincoln-Lucky mining suit of S. A. Josephi has been settled to the satisfaction of all interested parties. It is understood the settlement was in the nature of a compromise, both parties making concessions, in order to stop litigation and to work the property. The stipulations of the compromise are daily expected here from Denver, when they will be filed of record in the clerk's office. As a result of the new deal a corporation has been formed called the Lincoln-Lucky-Lee Mining company, with a capital stock of \$1,000,000, and the shareholders are Henry Lee, Al Townsend, Ed Billings, S. A. Josephi, M. I. Newhouse, George W. Middleton and R. Y. Anderson, of Denver.

The effects of the old Lincoln-Lucky company are now in the hands of Frank A. Gove, of Denver, as trustee, to be transferred in due time to the Lincoln-Lucky-Lee company. The "Lee" claim is said to be the Anaconda mine, over which suit is now pending before Judge Seeds and which comes up ten days hence on the question as to whether the temporary injunction secured by A. M. Hendrie and others to restrain the company from working it, shall be dissolved or made permanent.

One thing is certain, the true value of the original Lincoln-Lucky vein has now been fully demonstrated, and no matter what the result of this suit may be, it will be worked for all there is in it, greatly adding to the prosperity of south Santa Fe county's mining interests.—New Mexican.

RAILROAD ITEMS.

Arrangements have been made by which a number of employees on the Pennsylvania lines will leave for China, to introduce on the Imperial road the use of the Westinghouse air-brake and other improvements in use on American roads. The party includes two engineers, a telegraph superintendent, a bridge builder, a civil engineer and a master mechanic. All are skilled men in their departments, and are paid handsomely for their services while abroad.

A passenger train on the Pennsylvania road, running between Altoona and Pittsburg, on the Fourth made a phenomenal record. The distance is 117 miles, and 1,986 passengers were handled on the train. Of course there was not that number of passengers on the train at one time, but that number of tickets were collected, representing excursionists and others who got on and off of the train at the various stopping places.

The Rio Grande division of the Texas & Pacific made a run of a train of fruit from El Paso to Fort Worth Tuesday, that is worth recording. The distance is 615 miles, with three changes of crews and engines, and the run was made in 28 hours, or an average run of 22 miles per hour, not including stops. Considering the nature of the country traversed, this run equals any of the fast runs made on northern roads. The train consisted of 14 cars of fruit for northern markets.

The Union Pacific is making arrangements for carrying a shipment of California fruit enroute to Europe. Heretofore the California growers have been barred from the London and Paris markets, on account of the distance and heavy cost of transportation. They are now making up a consignment of five cars that will go through from San Francisco to New York in seven days, and thence by fast boat across the Atlantic. This, it is said, will be the first lot of California fruit offered for sale in the cities of Europe.

The Pecos high bridge is now entirely covered with galvanized iron. This is done for the purpose of protecting the wooden guard rails and ties from fire. It took about 60,000 square feet of iron to cover the bridge and about 1,000 yards on either side of the immense structure. There is also a rerailling device over the bridge, which is to put a car on the track, if it is derailed, before it gets on the bridge. In addition to the timber guard rail, there is also a guard rail composed of 52-pound steel, which renders it impossible for a car or train to get off the track should it be derailed.

THE COMPASS PLANT.

On the western prairie is found what is called the compass plant, which is of great value to travelers. The long leaves at the base of its stem are placed, not flat, as in plants generally, but in a vertical position, and present their edges north and south. The peculiar propensity of the plant is attributed to the fact that both surfaces of its leaves display an equal receptivity for light, whereas the upper surfaces of the leaves of most plants are more sensitive to light than the lower; the leaves thus assume a vertical position and point north and south.—Denver Sun.

FUN ON THE BOARDS.

When it comes to even the ordinary, old time, one ring, small, "round top" circus, "men are but children of a larger growth." Small wonder then that the announced visit of Sells Brothers' enormous united shows creates a child-like furor of delighted expectations. Nor is enthusiastic anticipation in this instance misplaced, for the assurances are genuine and ample that there will be revealed to us really and intrinsically the big show of the world, so far as rare wild beast processions, brilliant equestrian and athletic performances, gorgeous oriental pageantry and revived imperial, ancient time heroic contests and pastimes, can fill the bill. And not only is it a very great, but a very good, clean, admirably managed show, absolutely free from any and every annoyance or objectionable association, and under the immediate eye of its proprietors, who are no irresponsible and predatory speculators, but men of high standing at home—capitalists, bank directors, and members of the board of trade. They amply deserve a rousing welcome.

THE TEXAS-PACIFIC EXTENSION.

A special dispatch to the Globe-Democrat from El Paso says: Jay Gould has shown his real intention in the matter of the extension of the Texas & Pacific railway to the Pacific. His agents consummated a deal last Saturday at the City of Mexico with the Mexican government whereby he has secured the concession of a railroad from Ciudad Juarez (Paso del Norte), on the Mexican side opposite this city, through the states of Chihuahua, Sonora and Sinaloa, to Mazatlan, the best port on the Mexican Pacific coast, and thence to the City of Mexico. This will give the new system two feeders for the Pacific coast—one from this city, which is a converging point of three large systems, and one from Vera Cruz.

The merchants of a city who build large stores, fill them with a fine assortment of goods and pay heavy taxes to a community, and become permanent residents of a city, are without doubt entitled to the consideration and patronage of the community in which they are residing and doing business. While not demanding, they solicit a patronage and request an examination of their goods before taking your money and sending it away.

Tonight's passenger trains are bulletined on time.

Mr. Alden, a national bank examiner, is in town today.

The 8 year old child of Mr. Warder, of Watrous, died yesterday.

On view at the Golden Rule grocery, an "Irish thrush, caught a napping," by John Young. Its voice is superb, voluminous, monotonous.

It is to be hoped that our citizens will keep away from the dangerous holes in the arroyo, after such timely warning as they have had within the last few days.

Jack Creighton deserves some of the credit for securing Gonzales from that dangerous hole in the Pecos arroyo this morning. He jumped in where few men would dare to go and helped Wthers to land the body.

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